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Hongkong Daily Press.

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HONGKONG, SATURDAY, FEBRUARY 20TH, 1909.

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Hongkong, 1st October, 1908. [a402]

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Hongkong 9th May, 1907. [1374]

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Hongkong, 13th February, 1909. [a39]

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Hongkong, 3rd February, 1909. [273]

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Hongkong, 16th October, 1907. [176]

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Hongkong, 24th July, 1905. [a230]

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Hongkong, 4th December, 1907. [a44]

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Hongkong, 5th October, 1908. [a43]

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Hongkong, 12th February, 1909.

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ONLY communications relating to the news should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only. No anonymously signed communications that have already appeared in other papers will be inserted.

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HONGKONG OFFICE: 10A, DES VŒUX ROAD C

LONDON OFFICE: 151, FLEET STREET, EC

The Daily Press.

HONGKONG, FEBRUARY 20TH, 1909.

In the Daily Press a few days ago appeared an interesting extract from "The Letters of Queen Victoria" in which Her late Majesty shortly after her accession informed the King of the Belgians that "ALBERT is so much amused at my having got the Is and of Hongkong, and we think VICTORIA ought to be called Princess of Hongkong in addition to Princess Royal." The amusement of the Queen and her Royal Consort was very natural at the time, but Her Majesty happily lived long enough to watch the rise of this "wretched, pestiferous Island of Hongkong" (as one writer described it nearly twenty years after its annexation to the Crown), to the proud eminence of being one of the largest shipping ports of the world, and a great emporium of trade. When the Queen in 1841 wrote the letter from which we have quoted the site of the present city of Victoria was to borrow the words of Dr. DENNIS, "a rugged slope of rock, shelving in most places precipitously to the waters with a narrow path-way winding along the cliff, to which the fanciful name of Kun-tai-lu, or 'Petticoat-string Path' was given by the fishermen and villagers who then constituted the sole population of the island." Its importance at that date to the people of Britain lay in the fact that the Minister Plenipotentiary had his headquarters here, and even after the issue of a Colonial Charter in 1843 the office of Minister to China continued to be combined with that of Governor of Hongkong until the capture of Canton in 1857 put an end to the system under which foreign affairs had been conducted by the Chinese Government, and the subsequent installation of the British Legation at Peking severed all connection between the Government of Hongkong and the diplomatic service. Queen VICTORIA and the Prince Consort had ample excuse for jesting over the annexation of this speck in the ocean and the designating of the city which was expected to develop practically on the sea beach by the name which succeeding generations of Englishmen will continue to hold in highest honour. When we look up what was written about Hongkong in those days we are the better able to appreciate the amusement it created in the Royal Family to learn of the wish to designate the city by the Queen's name. The city was to grow up on the beach "because there was no level space elsewhere. The rocks, which constitute the whole soil, are composed of rotten, decomposing granite which as is well known, is as productive of gases and malaria as any bad jungle in India. The Chinese have always regarded the place as fatal to human life, and they will not live there beyond a certain season." As for the Chinese who were here at the time, they were described as nearly all fishermen "who are pirates when opportunity presents." No wonder that the Prince Consort was "so much amused." But we can be quite sure that the amusement must have been succeeded by admiration in the Royal household as the decades passed, and in the Jubilee year of Queen VICTORIA's reign Sir WILLIAM DES VŒUX, then the Governor of the Colony, was able to say of Hongkong:—"It may be doubted whether the evidences of material and moral achievement, presented as it were in a focus, make any where a more forcible appeal to the eye and imagination, and whither any spot on the earth is thus more likely to excite, or much more fully justify, pride in the name of Englishman." Since that was written the great reclamation enterprise which will for ever be associated with the name of Sir PAUL CHATER has been completed and covered with some of the finest buildings to be seen anywhere in the Far East. The city of Victoria indeed has developed to an extent undreamt of by the pioneers in the Colony; and who, having regard to the railway developments in progress on the other side of the harbour, will say that the limit of expansion has yet been reached? The Princess VICTORIA was never made "Princess of Hongkong," as the Queen jestingly suggested but in the days of its prosperity the Colony not only additionally honoured Her late Majesty and itself by placing in the centre of the enlarged city a massive bronze statue of the Queen who gave her name to the city but is surrounding this statue with others of their Majesties that King and Queen, and Their Royal Highnesses the Prince and Princess of Wales. In addition we have a fine bronze statue of H. R. H. the Duke of Connaught who has twice honoured us with a visit, associating himself with the Colony on the first occasion by laying the foundation stone of the Reclamation, and on the second occasion by unveiling the statue of H. M. The King and H. R. H. the Prince of Wales. Nor does this exhaust the ways in which the Colony has continued to live up to its royal designation, for have we not our noble block of King's Buildings, our Queen's Buildings, Alexandra Buildings, and Princess Buildings, and at Kowloon our King's Park? We have verily become citizens of no mean city, and can appreciate the amusement which must have been caused to Her late Majesty when the news reached her that the Island of Hongkong, then but a barren rock, had been added to the possessions of the British Empire and requesting her sanction for the designation of the embryo city as Victoria. The city has gradually extended from the beach to the very top of the hills, and there is Scriptural authority for the statement that a city set upon the hills cannot be hid. We share the view that Hongkong has not yet seen the zenith of its prosperity, and that it will still further justify its queenly designation.

Hongkong and Shanghai Bank shareholders are reminded of the meeting which takes place at the City Hall at noon today.

We are desirous by Messrs. Hughes and Hough, the auctioneers, to direct attention to the fact that the sale of the household furniture of Mr. Henry Humphreys will take place on the 24th and 25th inst. instead of as previously advertised.

Inspector Dymond prosecuted a native for being in unlawful possession of two rifles and a quantity of ammunition. Mr. J. R. Wood heard the case at the Magistracy yesterday, found the defendant guilty, and ordered him to pay a fine of \$50.

the death is announced in England of Mr. G. Harrison who was formerly chief inspector of the Old Oriental Bank. Mr. Harrison was 73 years of age.

Bro. Stephen, who was connected with St. Joseph's College for 11 years, is returning to the Colony by the *Kulsang*, which is due on Tuesday, 23rd inst.

The Bishop of Victoria conducts the children's service at St. Andrew's Church, Kowloon, to-morrow afternoon and preaches in the evening at this Church. The Rev. Dallas Ennis, Chaplain of the Forces, will be the preacher in the morning.

Yesterday Vice-Admiral Pavrin, of the French cruiser *D'Entrecasteaux* paid an official visit to H.E. the Governor at Government House and His Excellency returned the compliment later in the day by going on board the cruiser. He received a salute of fifteen guns, and the band played the National Anthem.

Four Chinese were charged before Mr. J. H. Kemp at the Magistracy yesterday with altering the water service of a house on the Praya at Kennedytown. His Worship, after hearing the evidence, held the offence proved, and fined the first three defendants \$5 apiece and the fourth defendant \$15.

The main condition imposed by German bankers before issuing on the German markets a portion of the last Chinese loan was that special privileges should be granted to German industries in the construction of the Tientsin-Pukow line. In accordance with that condition a German Chinese export firm has received a very large order for rails, bridges, locomotives and building material to be used on the railway.

The Far East is to be visited this year by representatives of more than one Royal House in Europe. Besides the Queen Dowager of Italy who is to visit Japan, a tour in the Far East will be undertaken by Princess Helene of Schleswig-Holstein-Sonderburg-Glücksburg, a relative of the German Empress, and Prince Harold of Denmark who are to be married on May 1st at Fredenborg Castle, near Copenhagen.

His Excellency the Governor has written to Mr. M. S. Northcote, the Honorary Secretary of the Hongkong Devonian Society, acknowledging the kind and sympathetic resolution passed by his fellow Devonians at the annual meeting on Saturday, and His Excellency adds that both Lady Lugard and himself are deeply sensible of and grateful for the large sympathy and kind feeling which has been so constantly expressed during her ladyship's dangerous illness.

The bankruptcy of Thomas Hamilton and Co., a well-known firm of London merchants trading in the East was set down as attributable to a loss of between £25,000 and £30,000 incurred through an embezzlement committed by a Chinese employee of the firm in Tientsin, and to losses in trading in China and India. The liabilities of the firm amounted to £64,941, of which £30,191 was expected to rank for dividend, and the assets were estimated to produce £5,250 3s. 9d. The deficiency was stated to have arisen in the last year of trading.

With the death of Senhor Antonio J. Diniz an old resident of Shanghai has passed away and the Hongkong and Shanghai Bank loses a member of its Staff who had served it well and faithfully for forty-one years. Senhor Diniz was born in Macao in 1841 and arrived in Shanghai on May 29, 1861. After a brief term of service with the *North-China Herald*, he joined the firm of Messrs. Smith, Kennedy and Company, with whom he remained for six years, until they went out of business. In January, 1868 Senhor Diniz entered the service of the Hongkong and Shanghai Bank, working at the Hankow Office with Mr. John Walter during the tea season.

DEATH OF MR. HAVER DROEZE.

We greatly regret to record the death of Mr. F. J. Haver Droeze who for many years was Consul-General for the Netherlands in Hongkong, and had recently been appointed Minister for the Netherlands at Peking. Mr. Droeze left Hongkong in ill-health more than a year ago, and he died last month at Dordrecht, where he was temporarily residing. It was while he was at home on leave, we believe, that Mr. Droeze was offered, and accepted, the post of Minister at Peking and his many friends in Hongkong will regret that he has not lived to take up the appointment.

Mr. Droeze was formerly in the Colonial Army. His first appointments as Consul was at Djeddah. He was appointed Consul-General at Hongkong in 1895 and held the appointment down to the close of 1903. His work here was evidently greatly appreciated by his Government for Mr. Droeze was the only Consular official in the service of the country who has been given a diplomatic appointment.

MORE ENTERTAINMENT.

Any contribution to the too-limited public entertainment is certain to be welcome, and if it be well recommended the welcome is all the greater. The Ward Comedy Company, after a successful season in India, are coming East soon and will visit Hongkong on their way to Australia about the first week in April. Mr. Ward brings with him articles of repute and when a journal like the *Times of India* describes the company as the best that has visited India the Hongkong public may anticipate their performance here with interest. Their repertoire is very extensive, including a number of recent London successes, and in addition to the fifteen days which they gave in Calcutta they also played several Vandeville performances of a very attractive character. Mr. Albert Goldie, the Company's business manager is proceeding by the English Mail steamer to Shanghai where the Company have arranged a short season for next month.

TELEGRAMS.

[Protected by the Telegraphic Message Copyright Ordinance, 1894.]

["DAILY PRESS" EXCLUSIVE SERVICE.]

HAWAII AND JAPANESE IMMIGRATION.

LONDON, February 19th.

It is reported that Anti-Japanese measures are contemplated by the Hawaiian Legislature, one prohibiting Japanese engaging in the fishing industry which they monopolise.

[REUTERS SERVICE TO THE "HONGKONG DAILY PRESS."]

THE JAPANESE AMBASSADOR TO LONDON.

LONDON, February 18th.

Sir T. Kato, K.C.M.G., the new Japanese Ambassador to London, presented his credentials to H. M. the King at Buckingham Palace in the presence of Sir Edward Grey the Minister for Foreign Affairs.

THE DURHAM COLLIERY DISASTER.

LONDON, February 18th.

The death-roll at the Winstanley Colliery, Durham, in which a fire broke out a few days ago, is estimated at 150.

SUGGESTED ANGLO-GERMAN NAVAL AGREEMENT.

LONDON, February 18th.

Replying in the House of Commons to a question as to the possibility of an Anglo-German naval agreement, Mr. Asquith said that as far as he was aware the German Government adheres to the view expressed to Great Britain that their programme was framed to suit their needs and would in no wise be influenced by anything Great Britain might do. The German Government was also of opinion that it was natural for us to do what we think is necessary to protect our interests. No arrangement therefore could be concluded with Berlin. He trusted that His Majesty's visit had made it clear that the naval expenditure of Great Britain was not to be regarded as implying friction between two countries.

THE AUSTRO-SERBIAN SITUATION.

LONDON, February 19th.

In St. Petersburg the most serious view is taken of the Austro-Serbian situation.

Several war correspondents have started for the Balkans.

INTERNATIONAL AMENITIES.

LONDON, February 19th.

The Corporation of the City of London has invited the burgomasters of Berlin and Charlottenburg to visit London as the guests of the Corporation.

"A COUNTRY GIRL."

The Hongkong Amateur Dramatic Club were well advised to repeat their successful performances of "A Country Girl." They contributed so greatly to the public entertainment and were so highly appreciated that it was practically impossible to ignore the demand for another production. The first of the two was given last night in presence of a large audience whose enthusiasm was unbounded. In fact it might have been better if fewer concessions to the popular clamour had been accorded, as the effect of so many encores was to unduly prolong the performance to a late hour.

As before nothing but what is creditable can be said of the production. All the artists played their parts exceedingly well and the play went with quite a swing throughout. Geoffrey (Hallener), the Rajah of Bhong, Barry, Marjorie Joy, Madame Sophie, and the Princesses were all the same as before and repeated their successes of December, but Nan found a different exponent, Mrs. Gilby taking the place of Mrs. Stewart. She filled the role admirably, and danced and sang and talked and joked with all the buoyancy and humour of the lighthearted Devonshire lass. The choruses were well rendered and all the soloists were encoered. Humorous references to the races made the production topical and still more amusing. The performance will be repeated to-night.

OUTPORT MUNICIPAL COUNCILS.

SHAMSEEN (CANTON).

The annual general meeting of Landowners and Ratepayers of the British Concession, Shamseon, was held at H.B.M. Consulate General on Monday, February, 15th 1909, at 9.30 a.m.

Present: Messrs. P. H. King, R. Leissing, H. F. Dent, A. C. F. Harris, P. B. F. Carter, J. B. Groves, H. Bent, H. S. Smith, E. A. Stanton, Davenport, J. I. M. Drummond, G. E. Huigen, M. Steger, T. E. Griffith, A. Metzler, W. G. Saunders, W. A. Robertson, H. H. Fox, W. P. Turner, A. Tigges, U. Spalinger, A. H. V. Bohusiewicz, G. W. Appleby.

Mr. H. H. Fox, H.B.M. Acting Consul-General, occupied the Chair.

THE QUALIFICATION FOR VOTES.

The notice convening the meeting and the minutes of the last annual meeting having been read, the CHAIRMAN explained that some uncertainty had arisen as to what constituted the qualification for an "occupier's" vote, and as legal opinion which had recently been taken was at variance with the views of the Council, the matter would be laid before the Crown Advocate at Shanghai.

Mr. KING suggested that a reference to the Crown Advocate would be a fitting opportunity to open the whole question of tenants' votes.

THE ESTIMATES.

The CHAIRMAN having read the Report of the Council for 1908 together with the Accounts and the Estimates for 1909, suggested that observations should be made on the items of the Report.

Mr. KING asked on what conditions the 15-year Tontine Life Insurance Policy in favour of Superintendent Brimble had been taken out.

Mr. GRIFFITH explained that, though it was in favour of Superintendent Brimble, it was assigned to the Council.

Mr. KING expressed his gratification at the promise of additional pathways on the Concession and hoped that an effort would be made to preserve the grass plots.

An opinion having been expressed on the advisability of increasing the pay of the caretaker of the cemetery with a view to his better upkeep, Mr. BENT called the Council's attention to the serious sitting up of the river bed near the posthouse. The matter had been brought before the notice of the two preceding Councils and he wished to know if any steps had been taken with regard to it.

Mr. GRIFFITH informed the meeting that at the beginning of 1908 he had spoken to both the Commissioner of Customs and the Harbour Master on the subject and an effort had been made to get dredgers on the spot to remove some of the deposit, but without success. The difficulty was that the area in question lay largely outside the 100-feet limit and nothing could therefore be done without the co-operation of the Customs Authorities. The question had already been referred by the Harbour Master to the Coast Inspector's Office in Shanghai, but nothing had been done.

Mr. KING having explained that the Harbour Authorities were extremely anxious to co-operate in dealing with the matter and having expressed the opinion that the difficulty would be partially obviated by the extension of the bunding on the other side of the creek, Mr. FOX stated that he agreed with these views and that when it could be ascertained when the completion of the Wongsha bund was likely to take place, the question of bringing the Shamseon bund in line with it would be laid before the Office of Works.

Mr. STANTON then proposed and Mr. U. SPALINGER seconded that the Report of the Council and the Accounts be passed, and the motion was carried *unanimously*.

THE NEW BYE-LAWS.

Referring to the first of the proposed new bye-laws, namely that in regard to "Death Certificates," viz—"That in event of death occurring on the Concession, notice must be immediately sent to the Superintendent of Police, who shall also be furnished with a certificate showing the cause of death from a duly qualified medical practitioner. No permission for burial in the Cemetery shall be granted before a certificate of death is forthcoming from a duly qualified medical practitioner," Mr. FOX stated that he had taken the opportunity of the visits of H.B.M. Judge to Canton to consult him on the bye-law, with the result that certain amendments in the original proposal had been suggested.

The amended bye-law now reads as follows:—"In the event of a death occurring on the Concession, notice must immediately be sent to the Superintendent of Police, who, in the case of the death of a foreigner shall also be furnished with a certificate of the cause of death from a duly qualified medical practitioner. Permission for burial in the Cemetery shall not be granted until such a certificate or an order of the competent authority has been produced."

After discussion it was proposed by Mr. GRIFFITH and seconded by Mr. STANTON, that the bye-law in its amended form be passed.

Carried *unanimously*.

Mr. FOX then read the second proposed bye-law:—"Every medical practitioner attending on or called in to visit, any patient suffering from infectious disease, including small-pox, cholera, plague, diphtheria, membranous croup, erysipelas, scarlatina, typhoid, enteric, continued or purpuriferous fevers, dysentery, all forms of meningitis or other disease to which the bye-law has been applied by the Council shall forthwith, on becoming aware that the patient is suffering from any of the above named infectious or preventable diseases, to which the bye-law applies, send a certificate giving all particulars to the Council's Officer of Health, under a penalty of \$50. No Chinese suffering from infectious or contagious diseases, shall be allowed on the Concession, and any householder having any such case within his compound and failing to notify the same to the Council's Officer of Health, shall be liable to a penalty not exceeding \$50 for each offence."

The CHAIRMAN stated that, in order to give more latitude to the Council in cases where there had been only a technical breach of the bye-law, His Majesty's Judge had suggested that the words "under a penalty of \$50" be substituted by the words "under a penalty not exceeding \$50."

Mr. GRIFFITH proposed that in that case the amount of the maximum penalty be altered from \$50 to \$100 and this being seconded by Mr. ROBERTSON and put before the meeting, was carried *unanimously*.

Mr. KING having questioned the power of the Council to classify disease and having objected to the word "preventable" as not being found in bye-laws of a similar nature at home, a discussion arose as the result of which Mr. KING moved, and Mr. STEGER seconded, that the word "preventable" be deleted from the proposed bye-law.

This amendment was, however, lost.

Mr. STANTON then proposed that the bye-law be amended as carried.

This was seconded by Mr. BENT, and passed *unanimously*.

Mr. FOX then read a nomination which he had received for the election of a Council for the ensuing year.

The proposed names were Messrs. O. F. R. Carter, T. E. Griffith, N. R. Robertson, E. A. Stanton, and M. Steger.

No other nomination having been received Mr. FOX asked the meeting to confirm this nomination.

Carried *unanimously*.

The meeting concluded with votes of thanks to the outgoing Council, the Chairman of the Council and the Chairman of the meeting.

THE ALEXANDRA CINE-ATOGRAPH.

The Alexandra Cinematograph presented a good programme last night and a full house testified the appreciation which the public have for this popular entertainment. Films illustrative of the French manoeuvres of 1908 and the burning of Stamboul were much applauded. A dramatic film entitled "Flash James" occupied the screen for a considerable time and the audience manifested a keen interest as the picture revealed a chapter from the life of a victim to gambling and throughout as the story progressed there was a general feeling of expectancy while the culmination when the gambler paid the toll was eagerly awaited. Humorous and magical films concluded the programme.

KULANGSU (AMOI).

A meeting of the Council was held at the Board Room, on the 26th January 1909.

Present:—Messrs. W. H. Wallace (Chairman), J. S. Fenwick, W. Kruse, Lim Kui Siang, S. Okuyama, W. Wilson, A. H. Wilser, the Health Officer and the Secretary.

The minutes of the last meeting were read and confirmed.

Correspondence between the Council and Mr. Lim Kui Siang was read concerning a building permit, and the Secretary was instructed that if Mr. Lim Kui Siang fails to apply for a permit within seven days, and fails to submit plans in accordance with Bye-law 13, he is to be proceeded against in the ordinary way.

The Superintendent of Police reported the following cases as having been dealt with in the Mixed Court since the last meeting, the Court being closed under the seal from 12th January to 9th February:—Summons—Assault 2; cruelty to a child 1; debt 1—Summary Arrests.—Being abroad after 12 midnight without a light 3.

A HAT TRICK.

Trying to work another hat trick than that known to cricketers brought about a native's downfall at Yummati on Thursday. The defendant, accompanied by a friend, entered a draper's shop in Station Street with the object of purchasing some clothing. The counter hand was asked to place a variety of articles on the counter for the inspection of the intending purchasers and after an examination the defendant decided to buy a Panama hat and a number of other small articles. In the hat, however, he had concealed three pairs of trousers while the shopman's back was turned, and he was successful in getting away from the shop unmolested with the stolen property. But very little time elapsed before the counter hand became aware of the theft, and he immediately informed the police. The defendant was arrested later with the stolen trousers in his possession, was charged before Mr. J. R. Wood at the Magistracy yesterday, found guilty, and sentenced to six weeks' imprisonment.

EXCITEMENT ON THE PRAYA.

Quite a commotion was caused at Fraya West on Wednesday when some cattle dealers endeavoured to ship a buffalo bull on a junk without a ring being attached to his nose. Twice the shippers endeavoured to persuade the animal to walk over a narrow plank to the junk, and twice the bull became nervous and fell into the harbour, being each time landed by some handy stevedores. This performance attracted a large crowd of Chinese who surrounded the footway to the junk. A third attempt was made to lead the buffalo across the plank, but this time the animal lost its temper and charged the mob. All the spectators managed to clear the bull's horns, but he continued his mad career with bent head until he came into contact with a lamp post and smashed one of his horns. The keepers recaptured him and again essayed to slip him. It then appeared as if they would be successful, but a lunkong came along and took both the shippers and the bull to the Central Police Station.

LATEST STEAMER MOVEMENTS.

The H.A. Linia str. *Thyris* left Singapore on the 18th inst. at 4 p.m., and may be expected here on the 25th inst. p.m.
The Indo-China str. *Kulsang* from Calcutta and the Straits left Singapore for this port on the 18th inst.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS	BRITANNIA	Noon, 20th Febr.	See Special of Call.
LONDON and ANTWERP	MALTA	About 24th Febr.	Freight and Passage.
ANG, COLOMBO PORT	Capt. W. F. Cressy, R.N.R.	Febr.	
SHANGHAI, MOJI, KOBE	PALMA	About 1st March	Freight only.
and YOKOHAMA	Capt. G. W. Cookman, R.N.R.		

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 19th February, 1909.

CHINA NAVIGATION CO., LD. SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HAIPHONG	"HUPEH"	On 20th Febr., 10 A.M.
SHANGHAI	"ANHUI"	On 20th Febr., 4 P.M.
MANILA	"TEAN"	On 22nd Febr., 3 P.M.
WEIHAIWEI and CHEFOO	"HANGCHOW"	On 22nd Febr., 4 P.M.
SHANGHAI	"SHAOSHING"	On 25th Febr., 4 P.M.
MANILA, ZAMBOANGA, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transshipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"TAIYUAN"	On 26th Febr., 4 P.M.
MANILA, ZAMBOANGA and AUSTRALIA	"CHANGSHA"	On 8th April, 4 P.M.
DIRECT SAILINGS TO WEST RIVER	S.S. "LINTAN" and S.S. "SANUL"	Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon. REDUCED FARES: Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon. SCHEDULE SHANGHAI STEAMERS have excellent accommodation. Electric Light throughout and Electric Fans in State-rooms and Dining Saloon. Fare \$40 Single and \$70 Return. Take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight or Passage apply to—
Hongkong, 20th February, 1909.BUTTERFIELD & SWIRE,
AGENTS

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REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
TAMUI VIA SWATOW, & AMOY.	"DAIJIN MARU"	SUNDAY, 21st Febr., at 10 A.M.
TAMUI VIA SWATOW, & AMOY.	"JOSHIN MARU"	SUNDAY, 28th Febr., at 10 A.M.
ANPING VIA SWATOW, & AMOY.	"SHOSHU MARU"	WEDNESDAY, 3rd March, at 10 A.M.
SHANGHAI VIA SWATOW, & AMOY.	"CHOSHUN MARU"	THURSDAY, 4th March, at 8 A.M.

These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Amidships. Unrivaled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Buildings.
Hongkong, 20th February, 1909.

T. ARIMA, Manager

INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI VIA SWATOW	"TUNGSHING"	Sunday 21st Febr., 11 A.M.
SANDAKAN	"MAUSANG"	Tuesday, 23rd Febr., Noon.
SHANGHAI	"HANGSANG"	Wednesday, 24th Febr., Noon.
MANILA	"LOONGSANG"	Wednesday, 24th Febr., 4 P.M.
TIENTSIN	"CHIPSANG"	Friday, 26th Febr., 4 P.M.
MANILA	"YUENSANG"	Tuesday, 2nd March, Noon.
SHANGHAI, YOKOHAMA, KOBE & MOI.	"KUTSANG"	Saturday, 6th March, Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

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† Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Singapore, Tawau, Uluken, Jesselton and Labuan.

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GENERAL MANAGERS.

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HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAIMUN"	SWATOW	SUNDAY, 21st Febr., at 10 A.M.
"HAIYANG"	SWATOW, AMOY & FOOCHOW	TUESDAY, 23rd Febr., at Noon.
"HAICHING"	SWATOW, AMOY & FOOCHOW	FRIDAY, 26th Febr., at Noon.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
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Hongkong, 20th February, 1909.



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CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 27th Febr., Noon.
RUBI	2540	R. W. Almond	Manila	On 6th Mar., Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,
GENERAL MANAGERS.

Hongkong, 20th February, 1909.

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EAST ASIATIC CO., LD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI. RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOCK.

SWEDISH EAST ASIATIC CO., LD. GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
-------------	----------	------------------

MARSEILLES, HAVRE and "YEDDO" On 27th February.

For Further Particulars apply to

MELOCHERS & CO.,

Hongkong, 19th February, 1909.

AGENTS.

NIPPON YUSEN KAISHA.

EXTRA PASSENGER SERVICE NEW STEAMERS—
EUROPEAN LINE.FOR GENOA, MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE,
COLOMBO, SUEZ AND PORT SAID.THE CO'S NEWLY BUILT 9000 TONS PASSENGER STEAMERS WILL BE DESPATCHED
FROM HONGKONG AS FOLLOWS:

ATSUTA MARU - (Capt. W. THOMPSON) - About Wed. 7th April.

MIYASAKI MARU - (Capt. W. BAINBRIDGE) - About Wed. 5th May.

KITANO MARU - (Capt. —) - About Wed. 2nd June.

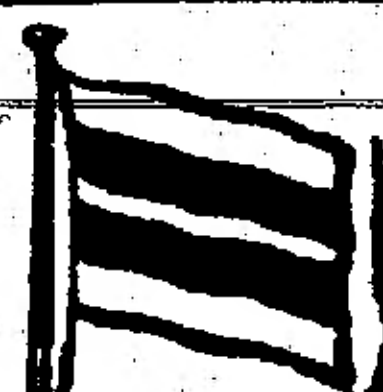
CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

For further particulars apply to

NIPPON YUSEN KAISHA.

Hongkong, 17th February, 1909.

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NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	"AWA MARU" Capt. A. Keith.	6309	WEDNESDAY, 3rd March, at Daylight.
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	"TAMBA MARU" Capt. C. H. Butler.	6134	WEDNESDAY, 17th March, at Daylight.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE, and BRISBANE	"KAGA MARU" Capt. G. S. Lapraik.	6301	TUESDAY, 2nd March, at Noon.
BOMBAY via SINGAPORE, COLOMBO and KOBAYAMA	"TOSU MARU" Capt. T. Harrison.	5827	TUESDAY, 16th March, at Noon.
KOBE and YOKOHAMA	"KUMANO MARU" Capt. M. Yagi.	5539	FRIDAY, 19th March, at Noon.
SHANGHAI, MOJI and KOBAYAMA	"KAGASHIMA MARU" Capt. N. Mathieson.	5075	FRIDAY, 16th April, at Noon.
NAGASAKI, KOBE and YOKOHAMA	"HITACHI MARU" Capt. F. E. Cope.	6715	SATURDAY, 20th February, at Noon.
SHANGHAI, MOJI and KOBAYAMA	"TAKASAKI MARU" Capt. A. Mocker.	4370	MONDAY, 22nd Febr., at Daylight.
NAGASAKI, KOBE and YOKOHAMA	"KUMANO MARU" Capt. N. Mathieson.	5075	TUESDAY, 23rd February, at Noon.

* Omitting Yokkaichi.

† Fitted with Marconi's System of Wireless Telegraphy.

† Through Passengers Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For Further Information as to Freight, Passage, Sailing, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 20th February, 1909.

T. KUSUMOTO,
MANAGER.

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HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO.

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TAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, YOKOHAMA & KOBE:	FOR HAVRE & HAMBURG:
S.S. JILLYRIA ... 25th Febr.	S.S. SLAVONIA ... 23rd Febr.
S.S. SPEZIA ... 25th Febr.	FOR BREMEN & HAMBURG:
S.S. AMBRIA ... 10th March	S.S. ANDALUSIA ... 27th Febr.
S.S. BRISGAVIA ... 20th March	FOR MARSEILLES & HAMBURG:
S.S. BELGAVIA ... 31st March	S.S. CONSTANTIA ... 27th Febr.
S.S. SILEBIA ... 12th April	FOR ROTTERDAM & HAMBURG:
S.S. SUEBIA ... 18th April	S.S. WESTPHALIA ... 5th March
S.S. SCANDIA ... 27th April	FOR HAVRE & HAMBURG:
S.S. BENEGAMBIA ... 10th May	S.S. SAXONIA ... 5th March
S.S. SEGOVIA ... 17th May	

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 20th February, 1909.

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PENINSULAR & ORIENTAL STEAM NAVIGATION COY.

S.S. "MACEDONIA."

10,500 TONS.

CAPTAIN C. D. BENNETT, R.N.R.

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MARSEILLES	APRIL 17TH.
LONDON	APRIL 24TH.

FARES TO LONDON—

1st SALOON	£71.10	SINGLE	£106.14	RETURN.
2nd	£43.8		£72.12	

For further Particulars apply to—

E. A. HEWETT,
SUPERINTENDENT.

Hongkong 1st January, 1909.

[1600]

PASSENGER SEASON 1909.

IN 25 DAYS TO ITALY BY THE MAGNIFICENT N.D.L. LINERS:

Tons Reg.

"PRINZESS ALICE"	10,911	ON MARCH 10TH.
Capt. P. GROSCH.		
"KLEIST"	9,000	ON MARCH 24TH.
Capt. R. MEYER.		
"PRINZ LUDWIG"	9,630	ON APRIL 7TH.
Capt. F. V. BINZER.		

CALLING AT NAPLES; GENOA; ALGIERS; GIBRALTAR AND SOUTHAMPTON
TO LAND PASSENGERS.Early booking recommended.
For Particulars, apply to—MELCHERS & Co.,
GENERAL AGENTS.

Hongkong, 5th February, 1909.

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SOUTH MANCHURIA RAILWAY

SHORTEST AND QUICKEST ROUTE
BETWEEN
CHINA AND EUROPE VIA DAIREN (DALNY).

MAIN RAILWAY LINE—Semi-Weekly Express Service from Dairen to Changchun (Kwanongtun), in connection with Siberian Express trains at Harbin, by a train composed of excellently equipped Sleeping and Dining Cars expressly built for the Company by the Pullman Car Co.

BRANCH RAILWAY LINES:

RYOJUN LINE—For Ryojun (Port Arthur), 2 hours from Dairen.

YINCHOW LINE—For Yinkou (Newchang), 3 hours from Tachichiao Junction.

FUSHUN LINE—For the famous Fushun Collieries from Suchiatun Junction.

ANTRUNG-HSIAO LINE—A light railway from Mukden to Antung-Hsien connecting with the Korean Railway.

STEAMSHIP SERVICE—Regular Direct Weekly Service by the fast Passenger Steamer "KOBE MARU" (2,877 tons) sailing from Dairen every Monday and from Shanghai every Friday, in connection with the South Manchurian Express and Trans-Siberian Route (International Train de Luxe).

RAILWAY HOTELS—"YAMATO" HOTEL (Tel. Add. "YAMATO").

At DAIREN (Dalny), PORT ARTHUR and CHANGCHUN (KWANCHENG TZU), all managed by the Company and provided with every convenience, luxury, and comfort.

TICKETS AGENTS IN THE FAR EAST AND EUROPE: Messrs. THOS. COOK & SON and the INTERNATIONAL SLEEPING CAR & EXPRESS TRAINS CO.

FUSHUN COAL—Fushun Steam Coal is supplied at Dairen, Yinkou, &c. Fresh stock always on hand.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.
Tel. Add. "MANTRU." Codes: A.B.C., 5th Ed., A.I. and Lieber's.

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THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

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G. K. HAXTON, Manager.

Hongkong 1st April, 1908.

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SINGON & CO.

IRON, STEEL, METAL and HARDWARE. MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchangers. Nos. 35 & 37, HING LOONG STREET, (2nd Street, west of Central Market) Telephone No. 515.

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Full directions. All Chemists.
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A TABLE OF THE
RATES OF EXCHANGE
AT HONGKONG

DEMAND DRAFTS ON BOMBAY
On the Day Preceding the Departure of the
English Mails from the Year of the Closing
of the Indian Mints to the Free Coinage of
Silver

FROM 1893 TO 1905;

RATES FOR SOVEREIGNS, GOLD
LEAF, BAR SILVER (From 1900),
and other Useful Information.

On Sale at the "DAILY PRESS" Office, or
Local Booksellers.

POST OFFICE NOTICE

Correspondence for EUROPE, via SIBERIA, is forwarded from HONGKONG by all vessels sailing for SHANGHAI.

Approximate times of closing mails at Shanghai via Daire and Siberia.

25th February	at 8.15 p.m.
5th March	at 7.45 a.m.
12th March	at 11.45 a.m.
18th March	at 8.15 p.m.
25th March	at 11.45 a.m.

The *Express of India*, with the Canadian mail left Shanghai on Wednesday, the 17th inst., at 5 p.m., and may be expected here to-day, at 7 a.m.

TO	PER	DATE
Hainan	Hutchinson	Saturday, 20th, 9.00 A.M.
Yokohama	Sultan	Saturday, 20th, 10.00 A.M.
Singapore, Penang and Cebu	Japan	Saturday, 20th, 10.00 A.M.
EUROPE, &c., India via Tutuora		Printed Matter and Samples
(Late Letters 11.00 to Noon Extra Postage 10 cents.)		Registration, with late fee of 10 cents, up to 10.45 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		Registration, with late fee of 10 cents, up to 10.45 A.M.
(Letters posted in the Pillar Boxes in time for the first clearance will be included in this contract mail.)		Registration, with late fee of 10 cents, up to 10.45 A.M.
Manila	Sui Tai	Saturday, 20th, 1.15 P.M.
Singapore	Indonesian	Saturday, 20th, 2.00 P.M.
Shanghai	Amoy	Saturday, 20th, 3.00 P.M.
Swatow and Hongkong	Montrose	Saturday, 20th, 4.00 P.M.
Swatow and Bangkok	Tongking	Saturday, 20th, 5.00 P.M.
Saigon	Keangwa	Saturday, 20th, 5.00 P.M.
Swatow, Amoy and Tientsin	Duyn Ma	Sunday, 21st, 9.00 A.M.
Swatow	Herman	Sunday, 21st, 9.00 A.M.
Manila	Tea	Monday, 22nd, 3.00 P.M.
Weihaiwei and Chefoo	Langchow	Tuesday, 23rd, 3.00 P.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HOSOLU and SAN FRANCISCO		Printed Matter and Samples
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		Registration, with late fee of 10 cents, up to 9.15 A.M.
Swatow, Amoy and Foochow	Haiyang	Tuesday, 23rd, 10.00 A.M.
Swatow	Mowang	Tuesday, 23rd, 10.00 A.M.
Tientsin	Chinghai	Wednesday, 24th, 3.00 P.M.
Shanghai	Hongkong	Wednesday, 24th, 3.00 P.M.
EUROPE, &c., India via Tutuora		Printed Matter and Samples
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)		Registration, with late fee of 10 cents, up to 10.45 A.M.
(Letters posted in the Pillar Boxes in time for the first clearance will be included in this contract mail.)		Registration, with late fee of 10 cents, up to 10.45 A.M.
Manila	Loongwa	Wednesday, 24th, 3.00 P.M.
Shanghai	Shaoxing	Thursday, 25th, 3.00 P.M.
Manila, Yaw, Samar, 'Frederick Wilhelm'hafen, Simsbach, Herbertshof, Malaga, Berlin, Sylva, Melbourne, Adelaide, Perth, Fremantle, Hobart, Launceston, and New Zealand		Thursday, 25th, 4.00 P.M.

SHIPPING IN PORT.

STAMERS.	ARRIVAL.	DEPARTURE.
ANNU, British str., 1,351, S. Mesthrel, 17th Feb.—Shanghai 14th February, General—Butterfield & Swire.		
CARL DIEDERICHSEN, German str., 774, J. Kayser, 11th Feb.—Hohow 10th February, General—Jensen & Co.		
CHANGHONG, British str., 1,202, A. Partridge, 14th Feb.—Shanghai 10th Feb., Salt—Butterfield & Swire.		
CHINA, American str., 3,186, M. T. Bailey, 13th Feb.—Shanghai 10th February, Mails and General—P. M. S. S. Co.		
CHOWTAT, German str., 1,113, W. Mallermann, 14th Feb.—Bangkok 4th February, Rice—Butterfield & Swire.		
CLARA JENSEN, Ger. str., 1,112, J. Dendison, 10th Feb.—Saigon 6th February, Rice—Jardine, Matheson & Co.		
COLONNE, French str., 2,733, Veolia, 15th Feb.—Saigon 10th Feb., General—Messageries Maritimes.		
DAIJIN MARU, Japanese str., 900, Y. Kaburaki, 17th Feb.—Yokohama via Amoy and Swatow 16th Feb., General—Osaka Shosen Kaisha.		
DERWENT, British str., 1,562, J. Jenkins, 17th February—Saigon 15th February, Rice—Chinese.		
FRITHOF, Norwegian str., 691, O. Anderson, 29th Jan.—Pulo Laut 21st Jan., Coal—Asgard Thoresen & Co.		
GERMANIA, German str., 1,741, C. Jurgensen, 12th Feb.—Saigon 5th February, Rice—Jensen & Co.		
HANGHONG, British str., 999, Mawley, 14th Feb.—Chefoo 8th Feb., General—Butterfield & Swire.		
HELENE, German str., 771, Jensen, 14th Feb.—Hohow and Tournay 13th Feb., Coal and General—Jensen & Co.		
HUICHOW, British str., 1,217, E. Forsyth, 9th February—Samarang 1st Feb., Sugar—Butterfield & Swire.		
HUPPE, British str., 1,205, H. Mathias, 17th February—Malphong 11th and Hohow 15th Feb., Rice and General—Butterfield & Swire.		
ISCHIA, Italian str., 2,481, Belsito, 9th Feb.—Singapore 1st Feb., General—Carlowitz & Co.		
JACOB DIEDERICHSEN, German str., 623, Hansen, 14th Feb.—Pulohoi and Hohow 13th Feb., General—Jensen & Co.		
JAPAN, British str., 3,806, J. G. Oliffant, 11th February—Moji 6th Feb., General—David Sassoon & Co., Ltd.		
JOSEPH MARU, Japanese str., 1,859, K. Hayashi, 5th Feb.—Moji 30th Jan., Coal—Ataka & Co.		
KEOWAL, German str., 1,115, T. Kehler, 16th Feb.—Bangkok 5th Feb., Rice and Teakwood—Butterfield & Swire.		
KIANGWANG, Chinese str., 1,222, Uthen, 16th Feb.—Chinkiang 11th Feb., General—Chinese.		
KWANGLEE, Chinese str., 1,468, Froberg, 15th Feb.—Shanghai 12th February, General—Chinese.		
LAETES, British str., 1,340, H. C. D. Framp-ton, 16th Feb.—Saigon 10th Feb., General—Chinese.		
LOOSCH, German str., 1,020, G. Schultze, 14th Feb.—Bangkok 4th and Anghin 6th Feb., Rice—Butterfield & Swire.		
LOYAL, German str., 1,337, F. Natzius, 26th Jan.—Bangkok 17th Jan., General—Sander, Wicker & Co.		
MANILA, German str., 1,108, J. Minssen, 7th February—Sydney 13th January, General—Melchers & Co.		
MAUSANG, British str., 1,644, G. S. Weigall, 10th Feb.—Sandakan 4th Feb., Timber—Jardine, Matheson & Co.		
MONTAGLE, British str., 3,953, W. Darison, 17th Feb.—Vancouver B.C. 17th January, General—Canadian Pacific Railway Co.		
NANCHANG, British str., 1,043, G. I. Spinks, 2nd Feb.—Hohow 29th January, Sugar—Butterfield & Swire.		
NIMO, British str., 1,228, E. Richards, 10th Feb.—Chefoo 1st Feb., General—Butterfield & Swire.		
NORMAN PRINCE, British str., 2,234, W. Barrett, 17th Feb.—New York 9th Dec. via Tournay 15th Feb., General—Arnold Karberg & Co.		
NUMANTIA, German str., 4,384, Foldmann, 13th February—Portland (Or.) 5th Jan., General—P. M. S. S. Co.		
PEI HO, French str., 3,782, Cazal, 13th Feb.—Amoy 26th December and Singapore, 6th Feb., General—Messageries Maritimes.		
RAAGAR, Norwegian str., 1,220, E. H. Nielsen, 6th Feb.—Timber—Asgard, Thoresen & Co.		
RAJABUR, German str., 1,189, H. Bremer, 15th February—Swatow 14th February, Rice—Butterfield & Swire.		
RAJAH, German str., 2,100, R. Petersen, 11th Feb.—Bangkok via Anghin 2nd February, Teakwood, Rice and Salt—Order.		
ROMA, British str., 2,363, William Storer, 13th Feb.—Cardiff 23rd Dec., Coal—Admiralty.		
RUZIA, German str., 6,600, F. Taeger, 14th February—Colombo 3rd February, General—Hamburg-Amerika Linie.		
SHIKU, Japanese str., 1,939, Saito, 13th Feb.—Moji 8th February, Coal—Osaka Shosen Kaisha.		
STANDARD, Norwegian str., 995, H. Bull, 28th Jan.—Saigon 22nd Jan., Rice—Asgard Thoresen & Co.		
SULTAN, British str., 1,270, L. Howard, 14th Feb.—Singapore 4th Feb., Sandalwood—Butterfield & Swire.		
SECHUEN, British str., 1,142, Sidford, 14th Feb.—Wuhu and Chinkiang 9th Feb., Rice and Groundnuts—Butterfield & Swire.		
TAIWAN, British str., 1,043, F. C. Everett, 7th Feb.—Daire 1st Feb., General—Chinese.		
TIENHIN, British str., 1,227, G. W. Fedy, 15th Feb.—Yokohama 21st Jan. and Samarang 2nd Feb., Sugar—Butterfield & Swire.		
TIENHON, Dutch str., 2,295, Zwart, 17th Feb.—Hohow 15th February, General—Java-China-Japan Line.		
TUNGSHING, British str., 1,172, W. Stalker, 13th Feb.—Wuhu and Chinkiang 8th Feb., Rice—Jardine, Matheson & Co.		
UNION, British str., 1,172, W. Stalker, 13th Feb.—Wuhu and Chinkiang 8th Feb., Rice—Jardine, Matheson & Co.		
ANNIE E. SMALL, American 4-masted barge, 605, John F. Colstrup, 13th Dec.—Portland, Oregon 8th Oct., Lumber—Mr. Jack LYNCH.		
LYNCH, American 4-masted barge, 2,500, Parnell, 14th September—Bangkok 25th August, Case Oil—Standard Oil Co.		

SHARE LIST.—QUOTATIONS.

HONGKONG, FEBRUARY 19TH, 1909.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
Alhambra, Limited	300	\$500	\$50	Nominal
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$895, sales
National Bank of China, Limited	99,925	27	\$6	\$51, buyers
Bell's Asbestos Eastern Agency, Limited	3,604	\$12/6	12/6	\$9, buyers
China Borneo Company, Limited	60,000	\$12	\$12	\$114
China Light and Power Company	50,000	\$10	\$10	\$44, buyers
China Provident, Loan & Mortgage Co., Ltd.	200,000	\$10	\$10	\$9.20, sal. & buy.
COTTON MILLS.—				
Euro Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 100.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$10, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 74.
Laou-Kang-Mow C. Spin. & Weav. Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 75, x.d.
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 272.
Dairy Farm Company	25,000	\$74	\$6	\$14, sales
DOCKS AND WHARVES.—				
Hongkong & Wharves Dock & Co., Ltd.	60,000	\$50	all	\$47.
Hongkong & Wharves Dock Co., Ltd.	50,000	\$50	all	\$914, sales
New Amoy Dock Co., Limited	10,000	\$64	\$64	\$93, buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 79.
Shanghai and Hongkong Wharf Co.	32,000	Tls. 100	Tls. 100	Tls. 167, buyers
Fenwick & Co., Limited	18,000	\$25	\$25	\$12, sellers
Green Island Cement Co., Limited	400,000	\$10	10	\$9.70, sal. & sel.
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$200, buyers
Hongkong Electric Co., Limited	60,000	\$10	\$10	\$184, sellers
Hongkong Ice Company, Limited	12,000	\$50	all	\$90.
Hongkong Milling Co., Ltd. (in Liquidation)	5,000	\$25	all	\$220, sellers
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	\$10	Nominal
INSURANCES.—				
Colon Insurance Office Co., Limited	10,000	\$260	\$50	\$190, sellers
China Fire Insurance Co., Limited	20,000	\$100	20	\$106.
China Trade Insurance Co., Limited	24,000	\$83.33	\$25	\$874, buyers
Hongkong Fire Insurance Co., Limited	6,000	\$250	50	\$330, sal. & buy.
North-China Insurance Co., Limited	10,000	\$15	\$15	Tls. 100, sal. & sel.
Union Insurance Society, Limited	10,000	\$250	\$100	\$825, sal. & buy.
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1824, buyers
LANDS AND BUILDINGS.—				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	100	\$94, buyers
Hongkong Land and Building Co., Ltd.	150,000	\$10	\$10	\$8.65, sal. & buy.
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$30, sales
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 115, x.d.
West Point Building Co., Limited	12,500	\$50	\$50	\$44, sellers
MINING.—				
Société Française des Charbonnages du Tonkin	18,000	Fcs. 250	all	\$600, buyers
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	18/10	\$84, buyers
Pink Tramways Co., Limited	25,000	\$10	all	\$14.
Philippine Co., Limited	50,000	\$10	\$1	\$2.
REFINERIES.—				
China Sugar Company, Limited	20,000	\$100	all	\$130, sales
Luxon Sugar Company, Limited	7,000	\$100	all	\$17.
Robinson Piano Co., Limited	4,000	\$50	\$50	\$59, sellers
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$12, sellers
Douglas Steamship Co., Limited	20,000	\$50	all	\$34, buyers
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	\$15	\$284, buyers
Indo-China Steam Navigation Co., Ltd.	60,000	\$5	all	\$18, buyers
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	\$49.6, buyers
Star Ferry Company, Limited	10,000	\$10	\$10	\$23.
South China Morning Post	10,000	\$10	\$5	\$15.
Steam Laundry Company, Limited	6,000	\$25	\$25	\$24, sellers
STOKES AND DISPENSARIES.—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$9, buyers
Wm. Powell, Limited	12,000	\$7	\$7	\$5, sales
Watkins, Limited	5,000	\$10	\$10	\$24, buyers
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$9, sellers
Weissmann, Limited	175	\$100	\$100	\$140.
United Asbestos Oriental Agency, Limited	9,000 only.	\$10	\$4	\$12.
Union Waterboat Co., Limited	100 shares	\$10	\$10	\$230.
	50,000	\$10	\$10	\$10.

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7% p. annum	Par.

VERNON & SMYTH, Share-Brokers.

VESSELS EXPECTED.

THE GERMAN MAIL.

The I.G.M. str. *Kleist* carrying the German Mails with dates from Berlin of the 27th ult., left Colombo on Monday, the 15th instant p.m., and may be expected here on or about Friday, the 26th inst.

THE AUSTRALIAN MAIL.

The I.G.A. str. *Prinz Waldemar* left Sydney on Tuesday the 9th instant at 3 p.m., and may be expected here on or about Wednesday the 3rd prox.

THE AMERICAN MAIL.

The T.K.K. str. *Chiyo Maru* will sail from Yokohama on the 19th instant, and is due to arrive at this port via Kobe, Nagasaki and Shanghai on the 28th inst.

THE CANADIAN MAIL.

The C.P.R. str. *Empress of India* arrived Shanghai at 8 a.m. on Wednesday the 17th instant, and left again at 5 p.m. same day for Hongkong, where she is due to arrive at 7 a.m. to-day.

The C.P.R. str. *Empress of China* arrived Nagasaki at 8 a.m. on Thursday the 18th inst., and left again at 4 p.m. same day for Kobe where she is due to arrive at 6 p.m. on Friday the 19th inst.

THE INDIAN MAIL.

The Apar str. *Catherine* arrived from Calcutta left Singapore on the 15th instant afternoon, and may be expected here to-day.

The Indo-China str. *Kunwang* left Calcutta for this port via the Straits on the 15th instant, and may be expected here on or about 4th prox.

MERCHANT STEAMERS.

The str. *Windsore* left Singapore on Thursday 3 p.m. the 11th instant, and is due here to-day a.m.

The N.Y.K. str. *Kagoshima Maru* (Bosmy Line) left Moji on the 14th inst., and is expected here to-day.

The N.Y.K. str. *Hitachi Maru* (European Line) left Singapore on the 14th instant, and is expected here to-day.

The French str. *Binthuan* left Manila on the 17th instant, and is due to arrive here to-day.

The N.Y.K. str. *Takamichi Maru* (Bosmy Line) left Singapore on the 14th instant, and is expected here to-morrow.

The str. *Gymric* sailed from Puget Sound for Hongkong via Japan Ports on the 25th ult.

The E. & A. str. *Empire* left Sydney on the 13th instant for Queensland, Ports, Timor, Manila and this port.

The Ben Line str. *Bonhomme* from Middlebro Antwerp and London, left Singapore on the 14th instant for this port.

The str. *Doris* left Singapore on the 13th instant for Hongkong.

The N.Y.K. str. *Kakumaru* (American Line) left Kobe for this port via Moji and Shanghai on the 13th instant, and is expected here on the 22nd instant.

PASSENGERS.

ARRIVED.

Per *Maxim*, from Swatow. Mr Vandilet.
Per *Tean*, from Manila. Major and Mrs Heber, Mesdames Quinan and 2 children, Brook and Dann, Mesdames Quinan, Brook, Daily, Young, Sedgby, Sherbourne, Taylor, Fulton, Lavers and M. Lavers.

Per *Britannia*, from Shanghai, for Hongkong, Mr Chu and servant; for Singapore, Messrs D. Freeman and H. S. Yoder; for London, Mr and Mrs Dymond and 4 children, and Mr C. G. Deane; from Kobe, for London, Mr John Shand.

Per *Manchuria*, from San Francisco, &c., Mr and Mrs G. W. Crooks, Mr and Mrs G. S. Montgomery, Mr and Mrs F. L. Sawyer and amah, Mr and Mrs F. W. McClellan, Mr and Mrs F. F. Moon, Mr and Mrs T. F. Chye, 2 children and 2 servants, Major and Mrs G. H. Sands, Prof. and Mrs John Frye, Mrs J. G. Armit, Mrs J. F. Paton, Mrs M. C. Simpson, Mrs W. V. Tine, Mrs A. M. Moon, Mrs E. F. Kraft, Messrs Montgomery, Simpson, C. Streibler, F. Adkins, O. A. Wald and J. Erns, Masters John Armita, W. C. Paton, G. E. Sawyer and Chye Joe, Rev. C. H. Newton, Messrs J. W. Bell, T. F. Crowley, S. B. Foster, J. L. Garzinger, C. T. Howard, W. L. McVey, F. A. Hollabaugh, H. J. Morse, H. D. Warner, C. J. Plomondon, S. A. Watson, F. G. Wallace, F. Kraft, H. E. Dautt, Ellis Ezra and servant, A. Brandtmar and H. B. Holmers.

DEPARTED.

Per *Bubi*, for Amoy, Mr M. C. Thompson; for Manila, Misses J. S. Jackson and N. Ohlme, Dr. H. O. Sommer, Messrs J. J. Schittler and A. J. Redford.

Per *Yasaka Maru*, for Manila, &c., Mr and Mrs H. B. Ford, Mr and Mrs A. Zisselman, Mr and Mrs H. W. Allen, Mr and Mrs P. Custodio and child, Misses M. Wolfson, Diamond & Monto, Col. J. C. Pottinger, Lieut. Col. Cavilla, Dr. H. Muller and servant, Messrs H. W. Newman, M. Custodio, T. Reyes, Francis Pence, Manuel Donato, F. Arenas Perez, W. J. Olham, A. Paggart, G. Garlind, W. B. Bragg, G. Miyachi, T. Kaemoto, F. W. Brook, A. Wingrove and F. Domingo.

STEAMERS PASSED THE CANAL.

February 3rd—*Antiochus*, Austria, *Bellavere*, *Diamond*, *Indramayu*, *Kaisow*, *Palma*, *Scindia*, 6th—*Kleist*, *Benlomond*, *Dardanus*, *Peng Suez*, *Kamakura Maru*, *Nerd*, 10th—*Tynguebar*, *Meizan*, *Lennox*, *Ambrin*, *Nile*, *Thesarus*, 13th—*Indravadi*, *Zunkin*, *Hyoon*, 17th—*Momouthshire*, *Itria*, *Sumatra*, *Lothian*, *Sicim*.

ARRIVALS AT HOME.

February 11th—*Sicilia*.

VESSELS ADVERTISED AS LOADING

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

HONGKONG.

NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

NEW ADVERTISEMENTS



GOVERNMENT BILLS.

TENDERS FOR SPECIE BRITISH AND MEXICAN DOLLARS, current in this Colony, in exchange for sterling Bills drawn at 10 days' sight on the Lords Commissioners of His Majesty's Treasury, London, will be received by the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, until 11 a.m. on the 23rd February, 1909.

The Tenders to state the total amount (in pounds sterling) and the amount for which each Bill should be drawn, but no Bills will be issued for less than £100.

The Tenders to be in duplicate, and in sealed covers, addressed to the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, and endorsed "TENDERS FOR GOVERNMENT BILLS."

The right to accept or reject any or all of the tenders is reserved.

Copies of Forms of tender can be had on application.

H. D. STACPOLE, L.-Col. A.P.D.
Treasurer, Chief Officer.
His Majesty's Treasury Office,
Hongkong, 19th February, 1909. [355]

HONGKONG HORTICULTURAL SOCIETY.

FLOWER SHOW.

IN THE BOTANIC GARDENS.

FRIDAY, 26th FEBRUARY: —
Open 2 P.M. to 6 P.M., Admission 5d.
Mrs. MAY has kindly consented to distribute the Prizes at 5 P.M.

SATURDAY, 27th FEBRUARY: —
Open 10.30 A.M. to 3 P.M., Admission 5d.
3 P.M. to 6 P.M., 20c.
Tea will be obtainable on the Grounds.

By kind permission of Major EVANS and Officers, the Band of the 13th Rajputs will play on both days from 2.30 to 3 P.M.

L. GIBBS,
Hon. Secretary.
Hongkong, 20th February, 1909. [356]

HONGKONG FIRE INSURANCE CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE FORTIETH ORDINARY MEETING OF SHAREHOLDERS will be held at the Office of the Undersigned at 12.30 P.M. on TUESDAY, the 9th March.

The TRANSFER BOOKS of the Company will be CLOSED from the 25th inst. to the 9th March, both days inclusive.

JARDINE, MATHESON & Co., Ltd.,
General Managers,
Hongkong Fire Insurance Co., Ltd.,
Hongkong, 19th February, 1909. [357]

PUBLIC AUCTION.

THE Undersigned have received instructions from W. E. CLARKE, Esq., to Sell by Public Auction, On FRIDAY, the 26th February, 1909, at 2 P.M., within his Residence, "ABERDEEN," The Peak.

SUNDRY VALUABLE HOUSEHOLD FURNITURE, comprising:—

Silk Tapestry-Covered DRAWING ROOM SUITE, an Assortment of CARVED CANTON BLACKWOOD WARE, EXTENSION DINING TABLE, DINNER WAGON, TEAKWOOD SIDEBOARD with BEVELLED GLASS, SINGLE IRON BEDSTEADES with WIRE and HAIR MATTRESSES, TEAKWOOD WARDROBES and DRESSING TABLES with BEVELLED GLASS, MARBLE-TOP WASHSTANDS, CARPETS, RUGS, GLASS CROCKERY and E.P. WARE, PICTURES, COOKING STOVE and UTENSILS, &c., &c.;

Also
One IRON SAFE by Milners, and One SEMI-GRAND PIANO by Haake and One TENNIS NET and POLES, &c., &c.
On View on THURSDAY, the 25th inst. Catalogues will be issued.

Terms:—As Usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 20th February, 1909. [358]

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT is now ready and contains:—

Epitome of the Week's News.
Leading Articles:
The Hongkong Manila Entente.
Britain's So-called Opium War.
Scientific Earthquakes.
The House of Lords.
Japan and China.
Random Reflections.
Hongkong News.
Correspondence:
China and Macao.
Fires at Macao.
Sanitary Board.
The Geisha.
The Proposed University for Hongkong.
Canton News.
Chinese in Canada.
Hongkong Jockey Club Annual Race Meeting.
The Taxicab in China.
Company Reports:
Hongkong Ice Company Limited.
Hongkong and Whampoa Dock Co., Ltd.
The China Fire Insurance Co., Ltd.
Company Meetings:
Lau Kung Mow Cotton Spinning and Weaving Company, Limited.
Filipino Students for American Colleges.
The Shoeblock Refuge.
The Tennis Doubles at Manila.
Far Eastern Telegrams.
The Making of a Cigar.
International Opium Commission.
Official Reports on Swatow.
Commercial Shipping.

Extra copies 30 cents each, Cash.
Copies can be posted from the Office to addresses sent, including postage 34 cents each or 51 Cents for three copies.
Subscription: \$12 per annum, payable in advance; postage 82.
Hongkong, 20th February, 1909.

NEW ADVERTISEMENTS

NOTICE

MR. WILLIAM JAMES WADDILOVE has been appointed our Manager at Moulton covering the various Districts of Manabaria, and he will sign our Firm per Procuration from the 10th day of February, 1909.

BUSH BROTHERS,
Newchwang, 4th February, 1909. [354]

AMERICAN AND ORIENTAL LINE.

NOTICE TO CONSIGNEES.

S.S. "NORMAN PRINCE,"
FROM NEW YORK.

CONSIGNEES of Cargo by the above named vessel are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th Febr., at 2.30 P.M.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 24th Febr., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 28th Febr., or they will not be recognized.

No Fire Insurance has been effected.

ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, 18th February, 1909. [352]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "MONTROSE,"
FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th Febr., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 19th Mar., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th Febr., at 3 P.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by DODWELL & Co., Ltd.,
Agents.
Hongkong, 19th February, 1909. [353]

INTIMATIONS

HONGKONG JOCKEY CLUB.

RACE MEETING, 1909.

TO-DAY (SATURDAY) (OFF-DAY), 20th FEBRUARY.

TICKETS OF ADMISSION TO THE GRAND STAND AND ENCLOSURE may be obtained from Messrs. KELLY & WALSH, Ltd., or at the Gate. Tickets for the Off-Day, 12d. No one admitted without a Ticket to be shown to the Ticket Inspector at the Gate.

T. F. HOUGH,
Clerk of the Course.
Hongkong, 8th February, 1909. [293]

HONGKONG JOCKEY CLUB.

THE STEWARDS request the pleasure of the presence of the LADIES at the GRAND STAND and the ENCLOSURE during the Races 20th inst.

A Stand and Enclosure will be reserved for Members and Members' Wives and Families, Tickets for which are now being sent out with the Members' Tickets.

All Tickets must be produced to gain admission.

Special accommodation will be reserved as in recent years for Chinese Ladies and their Female attendants in the Stand erected on the plot of ground next to the Lusitano Club Stand.

T. F. HOUGH,
Clerk of the Course.
Hongkong, 8th February, 1909. [294]

HONGKONG JOCKEY CLUB.

NO CHILDREN under the age of 14 years will be admitted into the Enclosure.

T. F. HOUGH,
Clerk of the Course.
Hongkong, 8th February, 1909. [295]

HONGKONG JOCKEY CLUB.

NO SERVANTS will be allowed inside the ENCLOSURE of the Race Course during the Race day WITHOUT TICKETS, which can be had on application to the Undersigned. These Tickets are only available for servants while in attendance on their employers or when on duty at the various Stands.

Any Chinese found loitering about with servants passes in their possession, will forfeit them, and the holders thereof will be removed from the enclosure.

T. F. HOUGH,
Clerk of the Course.
Hongkong, 8th February, 1909. [296]

FRENCH LESSONS.

FRENCH TAUGHT entirely by Conversation and without translation by a Frenchman (a Teacher in Government Schools) and ENGLISH LESSONS by an English Lady.

Apply by letter to—
B. E.,
Care of "Daily Press" Office.
Hongkong, 13th November, 1906. [124]

ALEXANDRA CINEMATOGRAF
ZETLAND STREET, BELOW MASONIC HALL.

TO-NIGHT AND EVERY EVENING. SELECT PROGRAMME.

Amongst Others:—
A TRIP ON THE IMPERIAL CANAL and the Magnificent Coloured 350 Metres Film
SAMSON AND DALILAH.

These FILMS have NEVER been seen in ANY Cinematograph in Hongkong.

Hours 9 to 11 P.M.
Admission \$1.20, 80c. and 50c.
Hongkong, 22nd January, 1909. [294]

PUBLIC COMPANIES

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, THIS DAY (SATURDAY), the 20th day of February, 1909, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st December, 1908.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, 20th February, 1909. [302]

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the REGISTER of SHARES of the Corporation will be CLOSED from TUESDAY, the 9th instant to SATURDAY, the 20th instant, (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, 5th February, 1909. [290]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING of Shareholders will be held in the Office of the Company, Queen's Road Central, New Prince, on MONDAY, 22nd February, 1909, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1908.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 22nd February, both days inclusive.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.
Hongkong, 28th January, 1909. [247]

NOTICE.

THE HONGKONG HOTEL COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY MEETING of the above mentioned Company will be held at its Registered Office, No. 9 to 17, Pedder Street, Victoria, Hongkong, on FRIDAY, the 25th day of February, 1909, at 12.30 P.M., for the purpose of considering and, if thought fit, passing the following Resolutions:—

1. That the capital of the Company be increased to \$1,000,000 by the creation of 8,000 additional shares of \$50 each ranking for dividend and in all other respects pari passu with the existing shares in the Company.

2. That the said 8,000 additional shares be offered in the first instance at par to all members of the Company registered as Shareholders on the 1st day of March, 1909, in the proportion of Two New Shares for every Three Original Shares held by them upon the footing that Fifty per cent. of the full amount of each New Share taken up shall be paid to the Company on acceptance of the offer and that such offer be made by notice specifying the number of Shares to which the member is entitled, and limiting a time within which the offer if not accepted by payment will be deemed to be declined and that the directors be empowered to dispose of the Shares not taken in response to such offer as they consider expedient in the interests of the Company.

By Order of the Board of Directors,
C. MOONEY,
Secretary.
Hongkong, 15th February, 1909. [339]

HONGKONG ROPE MANUFACTURING COMPANY, LIMITED.

THE 25th ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Office, St. George Building, 6, Connaught Road, Victoria, on SATURDAY, the 27th February, 1909, at Noon, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1908, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, the 25th day of February, to SATURDAY, the 27th February, both days inclusive.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 12th February, 1909. [334]

HONGKONG ICE COMPANY LTD.

THE TWENTY-EIGHTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS will be held at the Office of the General Managers at 12.30 P.M., on SATURDAY, 27th instant to receive Statement of the Company's Accounts to 31st December, 1908, and the Reports of the General Managers.

The TRANSFER BOOKS of the Company will be CLOSED from the 17th instant, to the 27th instant, both days inclusive.

JARDINE MATHESON & Co., Ltd.,
General Managers.
Hongkong, 12th February, 1909. [340]

THE CHINA FIRE INSURANCE CO., LIMITED.

THE FORTIETH MEETING OF THE SHAREHOLDERS in the Company will be held at the Company's Office, No. 3, Queen's Road Central, Victoria, on THURSDAY, the 4th March, 1909, at 12 o'clock Noon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1908.

The TRANSFER BOOKS of the Company will be CLOSED from 18th February to 4th March, both days inclusive.

By Order,
C. PEMBERTON,
Secretary.
Hongkong, 13th February, 1909. [335]

GREEN ISLAND CEMENT CO., LTD.

LOST SHARE CERTIFICATE.
No. 4732—157229/157236—8 Shares in name of ETHEL NEWTON TREBE.

NOTICE IS HEREBY GIVEN that a DUPLICATE of the above CERTIFICATE will be issued One Month hence, and the Original Certificate, unless produced at the Office of the General Managers within that period, will be held by the Company as Null and Void.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 3rd February, 1909. [271]

INTIMATIONS

NOTICE

MR. GUMELINDO JESUS SEQUEIRA is authorised to Sign my Firm per Procuration from this Date.
A. R. MARTY,
Hongkong, 11th February, 1909. [327]

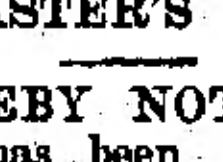
HONGKONG CLUB.

NOTICE.

APPLICATIONS will be received by the Undersigned up to the 31st March, 1909, for the Post of ACTING STEWARD to the above Club for six months from the 1st May, 1909.

Applicants should be unmarried as residence on the Club Premises is essential.

By Order,
JAMES CRAIK,
Secretary.
Hongkong, 11th February, 1909. [315]



HARBOUR MASTER'S DEPARTMENT.

IT IS HEREBY NOTIFIED that information has been received from the MILITARY AUTHORITIES that GUN PRACTICE will be carried out as under:—

On MONDAY, the 15th February:—
From Sacred Hill near Kowloon City in an Easterly direction, at ranges up to 6,000 yards, commencing at 10 A.M., and finishing at 2 P.M.

On TUESDAY, the 23rd February:—
From Western P.C. Belchers and Stonecutters in a South-Westerly to Westerly direction, at ranges up to 10,000 yards, commencing at 10 A.M., and finishing at 2 P.M.

From Stonecutters in a Westerly direction, at ranges up to 6,000 yards commencing at 3 P.M., and finishing at 5 P.M.

On THURSDAY, the 25th February:—
From Lyonnau F.C. in a South-Easterly direction, at ranges up to 14,000 yards, commencing at 11 A.M., and finishing at 10 P.M.

If the weather is unfavourable on any of the above dates, practice will take place on the following day.

All Ships, Junks and Other Vessels are to keep clear of the ranges.

BASIL TAYLOR, Commander, R.N.,
Harbour Master, &c.
Hongkong, 12th February, 1909. [338]

WANTED

MINERAL PAINT IN DOUGH FORM.
FULLY Guaranteed to be Weather Proof.
AGENTS Wanted.
Write:—
L. VAN PROOYEN KEYZER,
Namur, Belgique.
[349]

WANTED.

A SECRETARY. Applications to be made in Writing to—
CAMPBELL, MOORE & Co., Ltd.,
Hongkong, 15th February, 1909. [336]

WANTED.

A COMPETENT BILLIARD MARKER.
Apply—
SECRETARY,
Canton Club.
Canton, 15th February, 1909. [337]

TO LET.

THE "GROVE," MACDONNELL ROAD, from the 15th of March, 1909, for 12 months.

Unfurnished—Nos. 8 and 10, WYNDHAM STREET, containing 6 Large Rooms each. Can be let together or separately.

Apply to—
Messrs. PRECY SMITH & SETH,
No. 5, Queen's Road Central.
Hongkong, 20th January, 1909. [213]

TO LET.

GODOWN, No. 5A, DUDELL STREET.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st February, 1909. [98]

TO LET.

OFFICES in ALEXANDRA BUILDINGS.
Apply—
SECRETARY,
A. S. Watson & Co., Limited.
Hongkong, 23rd April, 1907. [102]

TO LET.

NOS. 3 & 5, LYXMOON VILLAS, Kowloon. Electric Light installed.
Apply to—
LEO D'ALMADA & CASTRO,
No. 12, Queen's Road Central.
Hongkong, 3rd February, 1909. [272]

TO LET.

ONE OFFICE ROOM in Prince's Building, Second Floor.
Apply to—
LEUTER, BROCKELMANN & Co.,
Hongkong, 1st February, 1909. [263]

TO LET.

GOOD OFFICES at No. 2, PENNER STREET.
Apply to—
JARDINE, MATHESON & Co., Ltd.,
Hongkong, 15th January, 1909. [194]

TO LET.

COAL YARD. Immediate Possession. A PORTION of the COMPOUND of Marine Lot, No. 42, Wanchai, Praya East.
Apply to—
N. MODY & Co.,
Hongkong, 23rd July, 1908. [107]

TO LET.

A HOUSE in MOUNTAIN VIEW for one or two years.
Apply—
DENNIS & BOWLEY,
Hongkong, 28th January, 1909. [219]

TO LET

A HOUSE in Wong Nei Chong Road.

A HOUSE in EIPON TERRACE, No. 10, DES VŒUX ROAD CENTRAL, 1st floor.

"HATHERLEIGH" Conduit Road. OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE BUILDINGS and No. 16B, Des Vœux Road next to the HONGKONG HOTEL.

FLATS in MORETON TERRACE.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st February, 1909. [97]

TO LET.

THE FURNISHED FLAT on Top Floor of Messrs. DOUGLAS LAPRAIK & Co.'s Offices, Four Rooms with Kitchen and Bath Room. Terms on application to—
DOUGLAS LAPRAIK & Co.,
No. 1, Douglas Street.
Hongkong, 4th February, 1909. [281]

TO LET.

NOS. 3, ORMSBY VILLAS, Kowloon. No. 8, BARROW TERRACE, Kowloon. Cheap Rental.
Apply to—
SPANISH DOMINICAN PROCURATION.
Hongkong, 4th February, 1909. [283]

TO LET.

NOS. 2 & 3, BEACONSFIELD ARCADE, facing the Parade Ground.

A 5-ROOMED HOUSE Furnished or Unfurnished at the Peak.

No. 6, CAMERON VILLAS, No. 59 Peak. Part of fully FURNISHED HOUSE at Peak for 2 or 3 months from 1st May, 1909.

Moderate Rental.
C.M.S. PEAK BUNGALOW, furnished, Mount Kelleth, from 1st April to end of June, 1909.

No. 55, ELGIN TERRACE, BEACONSFIELD ARCADE, Fine Offices and Dwelling Rooms.

No. 15, QUEEN'S ROAD CENTRAL, First & Top Floors, (over Calbeck MacGregor). OFFICES in Queen's Road Central.

BELLILIOS TERRACE HOUSES, ROBINSON ROAD.
A GODOWN in Duddell Street.
Apply to—
LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 6th February, 1909. [100]

TO LET.

GODOWNS, Nos. 95, 96 and 97, PRATA EAST.
Apply—
CHATER & MODY,
Victoria Buildings.
Hongkong, 1st February, 1909. [264]

TO LET.

FROM 1st MAY.

KOWLOON MARINE LOT 48, Yau-matli. Area 85,200 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—
HUMPHREYS ESTATE AND FINANCE CO., LTD.
Hongkong, 18th January, 1908. [103]

TO LET.

A HOUSE in KNITSFORD TERRACE, Kowloon.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 12th February, 1909. [323]

LEA and PERRINS' SAUCE



Assists digestion and gives a delightful piquancy and flavour to all

MEAT DISHES, SOUPS, FISH, CHEESE, CURRIES, GAME, POULTRY & SALADS.

The Original & Genuine Worcestershire.



By Appointment to H.M. the King.

BOVRIL

is ALL beef—prime beef in a readily digestible form.

That is why BOVRIL is so invigorating a beverage, so strengthening a food, why Cooks find it so useful, why Doctors and Nurses recommend it, why the sensible housewife will have nothing in place of it.

BOVRIL IS ALL BEEF.

SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE. Very palatable.

Known throughout the world and prescribed in all cases of Anemia, Debility and Convalescence, to young men, children and the aged. Invaluable in hot climates.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

(1) The WARRANTY STAMP OF THE UNION DES FABRICANTS.

(2) A METAL SEAL ADVERTISING CLETEAS.

CLETEAS is a MELISSA and MINT cordial purely and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE DE VIN SAINT-RAPHAEL, Valence (Drôme-France).

AGENTS:—CALDBECK, MACGREGOR & Co., HONGKONG.

SANTAL MIDY

These tiny Capsules—superior to Copaiba, Cubeba, and Injections—cure the same diseases as these drugs in forty-eight hours without inconvenience.

Each Capsule bears the name MIDY.

GRIMAUD'S SYRUP

OF HYPO-PHOSPHITE OF LIME.

Prescribed in France for the last 30 years. It retains its reputation for CONSUMPTION, OBSTINATE COUGHS, COLDS, DISEASES OF THE CHEST, LUNGS, and BRONCHIAL TUBES.

KEATING'S POWDER

KILLS BUGS FLEAS MOTHS BEETLES

TINS & BOTTLES ONLY.

SELF CURE NO FICTION! MARVEL UPON MARVEL! NO SUFFERING! NEED NO DOCTOR! NO NEED OF A DOCTOR'S BILL!

But after a disease which began in 1899, and continued till 1906, a complete cure arrived at, and it is now proposed that a shipowner shall not be liable beyond the value of his ship, her freight and accessories, and may limit his liability either (1) by abandoning his ship; or (2) by paying her value at the end of the voyage; or (3) by paying £3 for each ton of her registered tonnage.

This compromise was unanimously accepted in Venice as fair and reasonable; it gives to the British owner of a vessel of low value the same right of abandonment as his continental rival, and gives to the foreign owner of a high-valued vessel, such as those of the North German Lloyd, or the Messageries Maritimes, the same right as the British shipowner of relieving himself from liability by a payment of a sum less than the actual value of the vessel.

The laws of the continental countries do not require the abandonment of the "accessories"; but it was agreed to include them, as it would tend to approximate the value of the property to be abandoned to £3 a ton. The expression "accessories" is defined to mean, besides freight, contributions due to the owner of the vessel for general average losses so far as they constitute material damage sustained by the vessel and not yet repaired, damage due for the repair of that damage sustained by a vessel and not yet repaired, money due to a shipowner for salvage. Freight is to be the hire or gross freight without deduction, whether paid in advance or not, and whether payable in any event or not, and passage money and demurrage are placed in the same position as freight or hire.

The effect of these proposals is to provide a fund for each voyage out of which to satisfy the claims of the creditors arising during the voyage in respect of which the shipowner may limit his liability. This idea, of making the voyage instead of each accident the basis of the calculation, is a new departure so far as British law is concerned, though the idea is common to all the continental systems; but the effect of the change is mitigated by the provisions of Article 10, which enable the creditor to arrest the ship in the course of her voyage and secure to him, if he does so, the full benefit of the bail which she cannot start on a new voyage and incur fresh obligations.

THE NATURE OF LIMITATION CLAIMS.

With regard to the claims in respect of which limitation will be admitted, the draft regulations propose that they should be (1) claims arising out of the acts and defaults of the captain, crew, pilot, or any other person in the service of the vessel; (2) claims for salvage remuneration and other obligations, legal or contractual, incurred by the captain. This limitation is not to apply to the wages of the captain and crew, nor to debts due for necessities.

Before these proposals can be accepted a few amendments by way of addition ought, it is submitted, to be secured. Provisions dealing with fire and the liability for things of small bulk and great value, like gold, silver, and precious stones, should be inserted. It is not anticipated that any great difficulty will be met with in securing this, for similar provisions appear in some continental codes, while others require some fault on the part of the owners of his

London Selling Agents

TEA, INDIGO, FIBRES, BRISTLES, OILSEEDS, HIDES & SKINS, RUBBER, DRUGS, COTTON, WOOL, ORES, MICA, GUMS, AND PRODUCE.

Sold on commission in British and Continental Markets.

Sample value. Best ports for consignments indicated.

KEYMER, SON & CO.

Telegrams: "Keymer, London." London, E.C. 2.

THE UNIFICATION OF THE MARITIME LAW.

(FROM A CORRESPONDENT OF "THE TIMES.")

III.

In the two former articles the provisions of the draft regulations which have been considered and approved by the Diplomatic Conference which met at Brussels in 1903 and 1905 have been examined and the changes which, if they are adopted, they will make in the law of this country have been stated.

In this article it is proposed to call attention to the two sets of draft regulations which have been prepared for submission to the Diplomatic Conference at the end of this year. The first relates to that most difficult subject the limitation of shipowners' liability.

LIMITATION OF LIABILITY.

The principle that in some manner or another the liability of the man who owns a ship should be limited appears in the law of all civilized nations; but it appears in such different forms that the difficulty of preparing regulations of universal application seemed at one time to be almost insurmountable. In considering this matter it is essential to realize that there are two branches of this question of limitation of liability—The first in what manner and to what extent the shipowner is to be allowed to limit his liability; the second by recovery of what claims may the owner of a ship take this step.

It has not been possible to come to any agreement with regard to the limitation of liability for loss of life; and the proposals considered below must be understood to refer solely to limitation of liability in respect of claims for damage to or loss of personal property. This is effected in three distinct ways. First, there is the British system, by which the theoretically unlimited liability of the shipowner for the acts and defaults of his agent, the captain and crew of his vessel, can in fact be limited by recovery of in respect of each accident of £3 for each ton of the ship's tonnage. Next, as representing the law of the North of Europe, may be mentioned the German system which "established from the outset the rule that the thing itself and not the owner is liable for any damage done by it; that is to say that the owner is in no way personally liable, but is bound to hand over the ship, and her freight to meet the claims of his creditors, or rather the creditors of the ship." Last, the French law may be taken as typical of the law of the Latin races. By it every shipowner is strictly liable for the acts of the captain and crew, and his contracts made in relation to the ship or the adventure, but he can in every case release himself from these obligations by the abandonment of his ship and her freight.

This system has in common with the British the principle that the owner is personally liable for the acts of his agent or servant, and at the same time embodies the idea which underlies the German law, that the extent of liability is the "fortune de mer" as it is called; that is to say, the property which the shipowner has voluntarily entrusted to the sea—viz., the ship and her freight.

BRITISH AND FOREIGN LAW.

The provisions of the British law are far more numerous than those of the Continental systems and undoubtedly place British shipowners at a disadvantage in comparison with their Continental competitors. Some interesting figures gathered from official sources and placed before the Maritime Law Conference held at Liverpool in 1905 showed the average value of British shipping to be about £5 14s. a ton, while the average value of foreign shipping in the state in which it can be abandoned to the injured person is about £4 a ton; so that if his vessel is to blame for a collision, the owner of the average British ship has to pay £2 6s. per ton more than the value of his ship before he can limit his liability and twice as much as the owner of the average foreign ship would lose in the same circumstances, for the latter can get rid of all his liability by abandoning his ship, worth according to the figures given above about £4 a ton.

The bases of these three systems were so different that any agreement seemed impossible. But after a discussion which began in 1899, and continued till 1906, a compromise was arrived at, and it is now proposed that a shipowner shall not be liable beyond the value of his ship, her freight and accessories, and may limit his liability either (1) by abandoning his ship; or (2) by paying her value at the end of the voyage; or (3) by paying £3 for each ton of her registered tonnage.

This compromise was unanimously accepted in Venice as fair and reasonable; it gives to the British owner of a vessel of low value the same right of abandonment as his continental rival, and gives to the foreign owner of a high-valued vessel, such as those of the North German Lloyd, or the Messageries Maritimes, the same right as the British shipowner of relieving himself from liability by a payment of a sum less than the actual value of the vessel.

The laws of the continental countries do not require the abandonment of the "accessories"; but it was agreed to include them, as it would tend to approximate the value of the property to be abandoned to £3 a ton. The expression "accessories" is defined to mean, besides freight, contributions due to the owner of the vessel for general average losses so far as they constitute material damage sustained by the vessel and not yet repaired, damage due for the repair of that damage sustained by a vessel and not yet repaired, money due to a shipowner for salvage. Freight is to be the hire or gross freight without deduction, whether paid in advance or not, and whether payable in any event or not, and passage money and demurrage are placed in the same position as freight or hire.

The effect of these proposals is to provide a fund for each voyage out of which to satisfy the claims of the creditors arising during the voyage in respect of which the shipowner may limit his liability. This idea, of making the voyage instead of each accident the basis of the calculation, is a new departure so far as British law is concerned, though the idea is common to all the continental systems; but the effect of the change is mitigated by the provisions of Article 10, which enable the creditor to arrest the ship in the course of her voyage and secure to him, if he does so, the full benefit of the bail which she cannot start on a new voyage and incur fresh obligations.

With regard to the claims in respect of which limitation will be admitted, the draft regulations propose that they should be (1) claims arising out of the acts and defaults of the captain, crew, pilot, or any other person in the service of the vessel; (2) claims for salvage remuneration and other obligations, legal or contractual, incurred by the captain. This limitation is not to apply to the wages of the captain and crew, nor to debts due for necessities.

Before these proposals can be accepted a few amendments by way of addition ought, it is submitted, to be secured. Provisions dealing with fire and the liability for things of small bulk and great value, like gold, silver, and precious stones, should be inserted. It is not anticipated that any great difficulty will be met with in securing this, for similar provisions appear in some continental codes, while others require some fault on the part of the owners of his

master to be established. Sundry definitions and explanations are required, such as definition of voyage, which will include a voyage in ballast, and of freight, as one of the accessories, which will include hire on time charter. But it may be said these proposals are to the advantage of the shipowners and to the disadvantage of the cargo-owners. Now, curious though it appears at first sight, the real as distinguished from the theoretical interests of the cargo-owners as a body are very much less affected than might be supposed, owing to two facts. First, the cargo-owner almost always accepts a bill of lading which excludes all claims against the carrying ship. Secondly, the cargo-owner is invariably insured.

An accident which results in damage to cargo may arise in consequence of the fault either of the carrying ship or of another ship, or of both. The principle of limitation is accepted by the law of this country both as regards the carrying ship and as regards the other ship, and the presence in the contract of affreightment of a negligence clause entirely prevents recovery from the carrying ship. In the third case the cargo-owner cannot by English law, as it now stands, recover more than one-half of his loss from the other ship. In all three cases he can recover from his underwriters. From the cargo-owner's point of view, therefore, the question resolves itself into whether or not his premium will be raised. There are good reasons for anticipating that they will not. The matters which most affect the underwriter in fixing his premium on cargo are the type, age, and class of ship, the nature of the voyage, the kind of cargo, the season of the year, and any special dangers of navigation to which the vessel may be exposed, and none of these are affected by the codes. The risks which are due to the law which might be applied to decide the rights of the parties depend on the nationality of the wrong-doing vessel, the place of the collision, and the Court where the cause is tried; and these are matters which are obviously inculcable beforehand. Careful inquiries made both in this country and on the Continent show that in the opinion of underwriters there is no likelihood that, if the four codes are universally adopted, there will be any rise in premiums from this cause. Cargo-owners, therefore, have nothing to fear from the adoption of the codes.

MARITIME LIENS AND MORTGAGES.

Considerations of space forbid any prolonged examination of the code dealing with maritime mortgages and liens. It is proposed in the first place that a mortgage on a ship which conforms to the law of the country where it is made shall be valid and recognized in all countries, a provision which would get rid of one real risk which is run by the mortgagee of a ship, as was explained in the first article.

The remainder of the short draft regulations deals with maritime liens. According to English law charges on ships, apart from mortgages and other charges which owe their existence simply to the agreement of the parties, and possessory liens, which do not require a diploma in this connection, may be placed in one of two classes, each of which gives rise to what is called a lien. First, those which come into existence simply by virtue of the event which gives rise to them, such as the lien for the damage done by a collision. Secondly, those which come into existence by virtue of the arrest of the ship, such as the lien arising for the cost of repairs done to a foreign ship.

The former of these classes alone includes true maritime liens, which may be thus defined. They are privileged claims upon a ship in respect of services done to or injury caused by it, to be carried into effect by legal process. They attach only to the property, and may be enforced against the property, even though it has passed into the hands of an innocent purchaser; and it may be added that, as a class, they take precedence of all other claims against or charges on the property.

The ship carries with her no evidence of the existence of such a lien, and no system of law provides for the registration of such a lien, or any other means of ensuring its publicity. The possibility, therefore, that an indefinite number of liens may have attached to a vessel must have a serious effect on what may be called the commercial credit of the ship—a point very strongly insisted on at the Venice Conference by Sir Stirling, the general manager of the Bank of Liverpool, who was the specially appointed delegate of the Bankers' Association of this country at that meeting.

The number of these liens varies very much in the systems of law of the different maritime States. According to Articles 313 to 316 of the Dutch Maritime Code, there are as many as 12 different classes or groups of obligations which give rise to maritime liens. The French code contains eleven and the German code five. Each code recognizes in some of the classes or groups several different obligations, as giving rise to a lien. In contrast to these systems, English law confers a maritime lien in respect only of the following matters—salvage, possibly pilage, damage by collision, wages of masters and crew, masters' disbursements and liabilities in respect of disbursements, and bottomry and respondentia.

The Venice proposals contained in Article 3 of the draft code are that a maritime lien shall attach only in respect of the following:—

1. Court fees, taxes and public charges, and expenses of the care of the ship.
2. The wages of the captain and crew since their last engagement, with a maximum of six months.
3. Salvage.
4. Collision damage.

This reproduces British law with two exceptions—the masters' lien for disbursements and those arising from bottomry and respondentia, which are omitted. There was a practically unanimous agreement with regard to the omission of the bottomry and respondentia liens, because, owing to the development of the means of communication, these methods of raising money have disappeared, except in so far as they are still occasionally made use of by the masters of small vessels in the Mediterranean.

With regard to the abolition of the masters' lien for disbursements, it is submitted that the Venice proposals go too far. Sir Clifford Cory at that meeting, did, indeed, raise a protest against its abolition; but the conference was so impressed with the necessity of reducing liens to the lowest possible number that it almost unanimously decided to omit everything in the nature of the British masters' lien or the Continental lien for necessities. Further reflection seems to have modified this opinion; and already there are motions on the Continent, both in France and in Germany that if an international agreement is to be arrived at a lien must, in some form or another, be given for necessities.

clear that in the event of the loss of the ship after the lien has attached and the lien has thereby been lost, no lien should exist on the "accessories."

RANK AND DURATION OF LIENS.

The next point of divergence between the British and Continental systems arises with regard to the order in which maritime liens should take priority—or "rank" as it is said. Most Continental codes provide that they should rank in the order in which the different groups appear in the codes, liens arising in each group sharing ratably in the proceeds of the sale of the vessel. Though some, for instance the Dutch code, contain elaborate regulations with regard to the priorities of the liens, the British law is far simpler. For in general terms it may be stated to be that maritime liens for necessities conferred rank in the inverse order of the dates on which they came into existence (except possibly in the case of wages earned after a collision), so that generally speaking the first in order of date is last in order of priority, and the last is first.

The proposals of the Venice conference are based in the main on the Continental system, Article 4 providing that liens shall rank in accordance with the priorities laid down in Article 3. Liabilities appearing in the same class shall share ratably, with the exception of liabilities for salvage, which shall rank in the inverse order of the dates on which they came into existence. This provision with regard to the salvage claims is founded on the principle upon which the British law is based, that services rendered which have had the effect of preserving the vessel for the benefit of the other creditors ought in justice to take precedence of them.

Finally, the question of the duration of a maritime lien was considered. The British rule is that there is no limit to the existence of a maritime lien. This is unsatisfactory, for an element of the greatest uncertainty is introduced into the value of a vessel as a security. On the other hand, there are in some of the Continental systems short periods of prescription in respect of some, longer in respect of others. After much discussion Article 5 was agreed to, by which in all cases there should be a prescription of one year, subject, however, to a provision by which the Court in which the case is tried should have power to extend the time in proper cases, it being specially mentioned that the fact that the vessel had not been within the territorial waters of the State where the plaintiff is domiciled should be considered as a sufficient ground for extending the time. This expression "territorial waters" requires reconsideration; for it would be manifestly unjust that a lien should be unenforceable in the British Courts after the expiration of one year simply because the vessel to which it attached had during that period passed within three miles of, say, the Lizard or South Foreland.

The above is an outline of the proposals which will be placed before the diplomatic conference at its approaching meeting in Brussels. They are the result of long and anxious consideration by the voluntary representatives of all the maritime nations, whose labours undertaken in the interests of the trade of the world have been actuated by an earnest desire to find a fair and practical compromise between many divergent systems.

It was rare insight which led the originators of the movement to take in hand first the internationalization of the law of salvage, which presented more points of similarity and fewer points of essential difference than that dealing with any other subject. An agreement having been arrived at on this matter, the difficulties with regard to others which at first appeared insurmountable have seemed to grow substantially less. And the result has been that there have been evolved, partly by official partly by unofficial action, four chapters of an international code which deal with the most important questions which can arise between the citizens of different States in relation to ships and their passage over the great highway of the nations.

FASHIONS AND FANCIES.

ON AND OFF THE STAGE.

There was a time, not so very long ago, when, by subtracting fifty per cent. extravagance from frocks worn on the modern concert stage, one could feel sure of arriving at a very smart dress for ordinary wear. The subtraction almost seemed logical, when one remembered that on the stage colour and form are exposed to very curious conditions of lighting, to great attention, and to the influences of large space and the many angles from which they are viewed. This is all changed now. We take our fashions direct from the stage, and even add to their striking qualities. Nothing is too elaborate, nor too legal, for everyday wear among smart women. Extravagance which, a few years ago, would have ranked more as "stage jewels," with which to achieve illusory effects, are now considered quite available for drawing-room wear.

Stage gowns are often very beautiful, of course, but seldom suitable for the quieter events of daily life. They have to be planned on broad lines just as stage scenery has to be painted with a more liberal sweep than a picture. Some slight alteration is nearly always necessary. Miss Irene Vanbrugh's white cloth gown in "The Builder of Bridges" is quite perfect—in a darker tone—for ordinary wear, but many novel frocks need more adaptation than this. In New York Miss Ethel Barrymore has been wearing, in "Lady Frederick," a so-called "morning-dress" of sky blue satin-fold crepe-de-chine, much embroidered, and worn with not only a necklace and earrings of pearls, but also a hair-ornament of silver and pearls. This whole costume is being widely copied by American women for house-wear.

THE HIGH COLLAR-RUFFLE.

From Paris and New York come conflicting rumours. In the latter place the collarless gown is in again, the bare neck being adorned with a string of pearls, or diamond slides or black velvet. This is trying fashion, and needs not only good features but an appearance of refinement to carry it off. On the other hand, Paris is fearing a "famine" of neck-frillings! The quilled tulle and lace and ribbon is seldom under two inches high there, and three or three and a half inches is not unusual. In the two former, several thicknesses are used. The effect is becoming to the face, but rather ridiculous on an ultra-Directoire costume, where narrowness is the only ideal. Some of the more expensive frillings are elaborately worked, with tiny coloured beads or narrow ribbons, or consist of pleated tulle edged with exquisite old lace.

THE LENGTH OF SLEEVES.

It is not many seasons since the mere male described the feminine sleeve for evening wear as "a foot-lace of black velvet over the shoulder." And now, both for day and evening wear, Paris has taken to the very longest sleeves possible, and a few of our smartest Englishwomen have, in the useful phrase of schoolboys, already "tumbled to it." The sleeves should be transparent, should fit very closely, and come down to where the hand begins to broaden. Even then they should be lengthened by a deep frilling, matching that of the collar, if the gown be high. The really up-to-date sleeve only allows the finger tips to be seen. Some-

time it is fastened round the thumb. This length makes the hand look small, but it is an expensive plan, for it is impossible to keep the sleeve clean where it comes in contact with the occupations of the hand; and the rule is that sleeves for the evening at least must always be white, except where the gown is brown. It is curious that this should be the only exception. In the afternoon dresses of elephant-grey or mole may have sleeves of the same coloured tulle, but white or cream are the general rule. The economy in gloves is really startling.

A DEVICE FOR VEILS.

With a large hat it is almost impossible to arrange a veil so that it neither drags nor rags, nor yet slips off the edge of the brim. A clever girl the other day hit on one of those simple devices which seem so obvious once they have been thought of. A small hook is fastened on the edge of the brim, on the upper side, hook upwards, in the middle, and another at each side. The veil is lightly hooked on these before being drawn up at the back. This avoids the ugly effect when it hangs loose behind the ears, or has to be tightly fastened there with hairpins. The hooks should be very tiny, and can be worked over with silk in the same shade as the hat, so that they scarcely show even when no veil is worn. Or hooks can be sewn on the veil, and tiny silken loops on the hats; but the former way is the more effective.

THE DETROUCHED BLOUSE.

Although the Vogue of the Empire and Princes' gowns has very largely ousted the blouse, this useful garment still exists. With a plain, well-cut skirt, it is an indispensable part of the wardrobe. Just now, in elaborate forms it is hardly seen at all, but in a smartly severe cut and style for outdoor and morning wear is being studied. Vienna is devoting a good deal of attention to this form of dress, and our tailors must look to their laurels. A very effective morning blouse is made of black and white, about half-an-inch wide, made of some light woollen material, has a perfectly plain back and front, the stripes running horizontally, with broad pieces crossing the shoulders in the opposite direction, meeting widening bands that rise from either side of the waist. A row of buttons marks the junction. Buttons, indeed, are very fashionable on these blouses. They give an air of adornment without impairing the necessary severity.

STRIPES TO THE FORE.

Although the rage for stripes has a little died down, so that they do not threaten to become universal, they are still very smart. As under-dresses, beneath veils of chiffon or embroidered tulle, they sometimes achieve surprising effects. For instance, the palest blue silk, brocaded with faint rose-coloured satin stripes, looks very well beneath black net heavily weighted with black bangles and floss silk; and a tunic of green tulle, embroidered in crystal and green bugles, falls over an under-dress of silver and green stripes quite poetically. —X. and Z. in the Globe.

NOTICES TO CONSIGNEES

S.S. "TOURANE,"
COMPAGNIE DES MESSAGERIES
MARITIMES.
NOTICE.

CONSIGNEES of Cargo from London ex S.S. "Medoc" and "Dardogne" from Bordeaux ex S.S. "Ville de Arras" in connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd., at Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY the 22nd Febr., at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 22nd Febr., or they will not be recognized. All damaged packages will be examined on MONDAY, the 22nd Febr., at 3 P.M.

No Fire Insurance has been effected.
P. DE CHAMFORTHIN,
Agent.
Hongkong, 15th February, 1909. [2]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

From TRIESTE, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Company's Steamship

"VORWAERTS,"
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained.

The Steamer brings Cargo from Trieste ex S.S. "Africa," transhipped at Bombay.

Venice ex S.S. "Meteorich" transhipped at Port Said.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the office of the Undersigned before NOON on the 24th inst., or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 24th inst., will be subject to rent.

Consignees of Cargo from Europe are required to sign an Average Bond and to give a deposit of 5 per cent. before Bills of Lading can be countersigned.

SANDER, WIELER & Co.,
Agents.
Hongkong, 17th February, 1909. [3]

DR. M. H. CHAUN.

THE latest Method of THE AMERICAN SYSTEM OF DENTISTRY.
33, QUEEN'S ROAD CENTRAL.
From The University of Pennsylvania, U.S.A.
Hongkong, 17th April, 1907. [1261]

SUEN TING

SURGEON DENTIST.
No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905. [1327]

